

TRACKROD

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no.86

THE OFFICIAL MAGAZINE OF
TRACKROD MOTOR CLUB
LIMITED

R.A.C. REGISTERED
NO. 1230

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OF 'AUTOSPORT'



1977 EPPYNT STAGES : PAUL FAULKNER / MONTY PETERS
HEADING FOR 4TH O/A - SEEN HERE ON ESCAIR DAFYDD!!

TRACKROD MOTOR CLUB LIMITED

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1977/78

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TRACKROD

£

Club tie 1.80ea.

Club stickers:

internal 0.30ea.
external 0.30ea.

"Team" stickers
(external) 0.40ea.
..... 0.75pr.

"ENDS & ODDS"

£

Trackrod T-Shirts
(s.m.&l.) 2.00ea.

Trackrod Rally Jackets... 9.50ea.

Cloth badges SEE F.S.B
FOR DETAILS!

Trackrod holdalls 2.50ea

ALL AVAILABLE FROM

FRANK STUART - BROWN

Social Calendar.

- 13th December - Third round of our Indoor Rally Championship. Starting at 8.00 p.m. at the Royal, Boston Spa, using map 100.
- 16th December - Xmas Party, at Follifoot Village Hall. See later for full details about this all-happening extravaganza - for which any donations of raffle prizes will be greatly appreciated!
- 20th December - Noggin at the Leeds Crest Motel, Oulton- with bar extension!
- 27th December - Noggin at the Shoulder of Mutton, Kirkby Overblow.
- 3rd January, 1978- Noggin at the Square and Compass, North Rigton.
- 10th January - Noggin at the Leeds Chamber of Commerce.
- 17th January - Fourth round of our Indoor Rally Championship. This round is at the Duke of Wellington, East Keswick. Start at 8.00 p.m.
- 24th January - Noggin at the Barleycorn, Collingham.
- 31st January - Noggin at the Shoulder of Mutton.
- 7th February - Noggin at the Square and Compass.
- 14th February - Fifth round of our Indoor Rally Championship, again at the Duke of Wellington, East Keswick, where it will all happen at 8.00
- 21st February - Not yet finalised- we're still fighting off the offers.
- 28th February - Noggin at the Shoulder of Mutton.
- 7th March - Noggin at the Square and Compass.
- 14th March - Noggin at the Leeds Chamber of Commerce.

Competition Calendar.

- 10/11th December - Restricted run by One Eleven M.C. (Bentley's) on maps 120,121.
- 17/18th December - De Lacy's Seven Dales rally, on maps 94,100,105. (Restricted)
- 26th December - Boxing Day brings our own Hangover Autotest, run on Woodhouse Moor. Direct all your entries at (I think) Sue Broadbelt.
- 7/8th January, 1978- Airedale and Pennine MCC have a restricted. There is also a Novice Rally on Maps 99,100, 104,105 and 106- and looking at those maps, they must be the same rally!
- 8th January - We're involved in another Autotest (CJ). More details later.
- 14/15th January - Knowldale C.C.'s Mini-Miglia. No longer restricted to just Group 1 cars, it's now the opening round of the A.N.C.C. Championship on maps 90,91,98 and 103.
- 21/22nd January - Ripon M.S.C. Restricted. Presumably the Riponian, and perhaps the second round of the A.N.C.C. championship.
- 28/29th January - Selby & D.M.C. Three Swans Rally. Closed Joint.
- 19th February - Shell League Autotest. More details later.
- 25/26th February - Mintex International. De Lacy M.C.
- 12th February - P.C.T. organised by Ilkley and District M.C.
- 4th March - Kirby Lonsdale M.C. Lakeland Stages. Restricted.
- 4/5th March - Wakefield and District M.C. Novice Rally (CJ).
- 11/12th March - Dukeries Stages Rally. National.
- 12th March - P.C.T., which we're organising. (Closed Joint).

As ever, more details can be had from Competitions Secretary John Renny, or from the notice board at club Noggins, or from the organisers of the event themselves. (Names and addresses should be available from John.)

Chairman's Chat.

Quite a busy month once again (so what's new!) with a well-attended Bonfire Disco and the Indoor Rally Championship now well under way. Our E.G.M. has now resolved the membership situation, with full membership being £3 and a joint membership £5. This is now payable, so form an orderly queue by Sue Broadbelt's right arm and continue motoring with Trackrod for another year.

Sadly, the disease of having to cancel events through lack of entries has finally reached us, with the Howard White/Ken Goodall P.C.T. being the victim. A poor state of affairs, with only three entries by the closing date. Hopefully our Boxing Day autotest will be better supported: you will be there, won't you? Yes, of course you will!

The RAC has come and gone, and you will find a piece about our stage elsewhere. The Ford domination continues, although it didn't look that way on Sunday evening! The Chevettes and Celicas were very quick, although with the exception of Markku Alen and Tino Salonen the Fiats were rather disappointing. One wonders what might have happened if they hadn't won the Tour of Corsica!

The Christmas festivities will soon be with us and during that time, spare a thought for our members who are away at this time; Gill Simpson in Canada, Steve Holden in Iran, Andy and Margret Pierce in New Zealand, and even Steve and Mary Lloyd, who may have emigrated to darkest Wiltshire by this time!

J.H.R.

Seven Dales Rally.

Pat Bentley of De Lacy Motor Club would like everybody to know that the Seven Dales is NOT a plot-and-bash event as has been rumoured. Ample plotting time will be allowed at the start, and there will be a fairly long run-out as well. So if anyone previously put-off feels like changing their mind, there may be a few places left on the entry list for this 150 mile event over the roads of North Yorkshire and the North Yorkshire Moors.

Editorial.

Ladies and gentleman, as a foretaste of the joys of Christmas, here is the bumper Christmas edition of your Trackrod newsletter. In it you will find rally reports, a poem or two, and Bob Chapman's annual Christmas Crossword, (answers next month if I can remember where I put them); and don't forget the membership forms, which you can fill in and give, with money, as soon as possible, to Sue Broadbelt. Many thanks to all those who have contributed articles; although there appears to be a marked reluctance for contributors to sign their names! I can't understand why- all the articles were very well written. Let's have some more!

Next month's newsletter will (suprise, suprise,) appear soon after Christmas- and, bearing in mind all the jollities and diversions that occur during the festive season, I would like as many articles as possible to have been handed in to me, or Assistant Editor Eddie Baker, well before Christmas week. So get writing NOW, (please!), and we might be able to make the first edition of 1978 something rather special. Happy Christmas.

The Editor.

Trackrod take the Colman Tyres!

It was with great trepidation that competitors in the Colman Tyres Stages Rally looked to the skies on Sunday 6th November; but their fears were soon dispelled, for after the wet weather of the previous week the sky was bright and promised a dry day.

The first car was off at 8.01 a.m., so the later numbers had a distinct advantage - an extra hour or two in bed. Running at no.1 was that tiller of the soil Charlie Payne with M.Jennings, and behind them was the ever-improving Alan Powell, with Ian Gurnett in the looney seat swopping a set of maps for a steering wheel. Yuk Hodgson was at no.3 with P.McNeil, no.4 was K.Murray/C.Lamb, and at no.5 were Stan Peel/D.Metcalf. Other competitors of interest were John Renny/Andrew Roddy at 27, Phil Cartwright, having swopped his Mini for a BMW 2002, was at 43 with M.James, and finally Pete Silberberg/Carl Holdsworth were at 79.

The event started with a gigantic mess-up at the start, nobody seeming to know what anybody did. Payne should have led the field away, but because of the lack of organisation, and the fact that neither member of the crew understood the Co-drivers art, they eventually set off at 8.03, one minute behind Powell/Gurnett. The first four stages were in Thorp Arch, and were identical to those used on the Crest Stages. On SS4, the trouble which was to hang over the rally right through the day occurred, when J.M.Forrest, running at 6, stalled and blocked the stage. By the time he had restarted some six cars had been trapped, including S.Fenwick, who collected a six minute penalty that he was going to have scrubbed at the finish- or so he thought.

From Thorp Arch the route went via Tadcaster to Acaster Malbis, some crews changing to racing tyres in anticipation of an all-tarmac stage which was in fact 50/50 mud/tarmac. Needless to say, hairy moments were numerous, being amplified by the flying finish board being sited on a 90 left which was covered in mud. A Mini failed to negotiate this test of skill, and ended up having its floor pan ripped out by a farming hoe.

Alan Powell was by this time going very well, having put up a couple of fastest times through Thorp Arch. Charlie Payne was only getting brakes to the front wheels, which was causing some anxious moments, and John Renny had spun a couple of times- a feat he was to repeat all through the day!

Next stage was two laps of Church Fenton, and it was on the first run that Payne took exception to the beautiful condition of Alan's new motor and decided to ram it in the rear quarter panel whilst both drivers negotiated a slippery 90 right. Fortunately the damage was not major, and both crews continued unabated.

Half way was at Melbourne airfield, with a 30 minute halt prior to a thrash round the airfield itself, run in the opposite direction to most rallies but nevertheless still incorporating the Pig Muck Pond. Payne's throttle stuck on this stage, and this problem was to plague him throughout the afternoon. It was shortly after this stage that Yuk Hodgson's crankshaft decided the pace was too tough and snapped in two, thus ending a good steady run.

Two laps of Full Sutton came next, with cars being set off at 30 second intervals. Linda Hudspeth/Judy Hamy rolled their R.S. 1700, fortunately escaping with minor cuts and bruises. The inevitable Burtons Field followed, the farmyard by now becoming less of a bogey, with a lot of top competitors keeping the Wellie down till well over the brow. From there it was back to Acaster Malbis, with a revised flying finish but still slippery surface; however this time everybody used chunkies which made the stage more manageable.

The final four stages were a rerun, in the opposite direction,, of the morning's Thorp Arch complex, but by this time the stages had dried out quite considerably, making the going a lot easier.

The finish was at the Forge Inn near Copmanthorpe. Results were expected by 6.00 p.m. at the latest; however due to communication problems they weren't posted till nearly 8.00 p.m. Provisional results showed Powell/Gurnett first overall (an incredible achievement), with Payne/Jennings second, Peel/Metcalfe third, Murray/Lamb fourth and Taylor/Rudd fifth. Fenwick immediately protested, demanding that SS4 should be scrubbed; a move that would have pulled him from obscurity to first overall; but after much consultation his protest was dismissed, thanks to good old 'Force Majeure.' So at long last Powell has got his well-earned overall win - these good looking and skilful rally drivers make me sick!

'Pseudonym.'

Positions.

1. Powell/Gurnett	45.32
2. Payne/Jennings	46.00
3. Peel/Metcalfe	46.32
4. Murray/Lamb	47.05
5. Taylor/Rudd	47.12

Lombard RAC Rally.

Many thanks to all of you who were in attendance at Boltby on our RAC stage. The stage ran incident-free, with only one or two crews demolishing the odd pile of brushwood before being sent on their way in no time at all. We have had many compliments already about the efficiency of our stage from the event organisers, including the FIA representatives from Monaco and Finland, who were in the white Rover 3500.

You all left the stage very clean and tidy, which was very good to see, and particular thanks to those of you who came up the day before to help with the preparation. It was certainly a case of many hands making light work.

The best times of the day were as follows:-

Waldegard	4.00
Mikkola	4.07
Dawson	4.08
Brookes	4.10
Salonen	4.12
Clark, Munari	4.13
Therier, Hamalainen	4.14
Eklund, Kullang, Sclater	4.15
Airikkala	4.16
Makinen	4.18
Pond	4.21

If you still have any Lombard diddy jackets, arrows etc. will you please return them to me at any club night. Our stock of club equipment also seems to be lighter than it should be, so, if you have any Shell or Trackrod jackets, any arrows, stakes, fire extinguishers, tape, signs, crates of beer, bottles of whisky or anything else that belongs to the club, please return it to the Equipment Officer, Steve Mills. Do it before Ymas, then we can start the New Year fully stocked!

J.H.R.

The Navigator's Tale.

Now listen all you drivers
 'Cos here's a navi's tale,
 Of how we got excluded
 And picked up many a fail.

Now this occassion is far from sweet,
 In fact it's rather bitter,
 When you W.D. into a time control,
 And all the marshals titter.

"My God, how can we go so slow?"
 My wretched mind did think;
 Compared to any past event
 There was no earthly link!

The driver lost his temper,
 My feelings could be seen;
 The inside of the car and I
 Had gone a paler shade of green!

In a final bid to win the day,
 We really motored on.
 We pulled into a selective start,
 But all the cars had gone!

"A curse, a curse upon this night!"
 My wounded soul did tell;
 We couldn't go much faster,
 And we were going O.T.L.

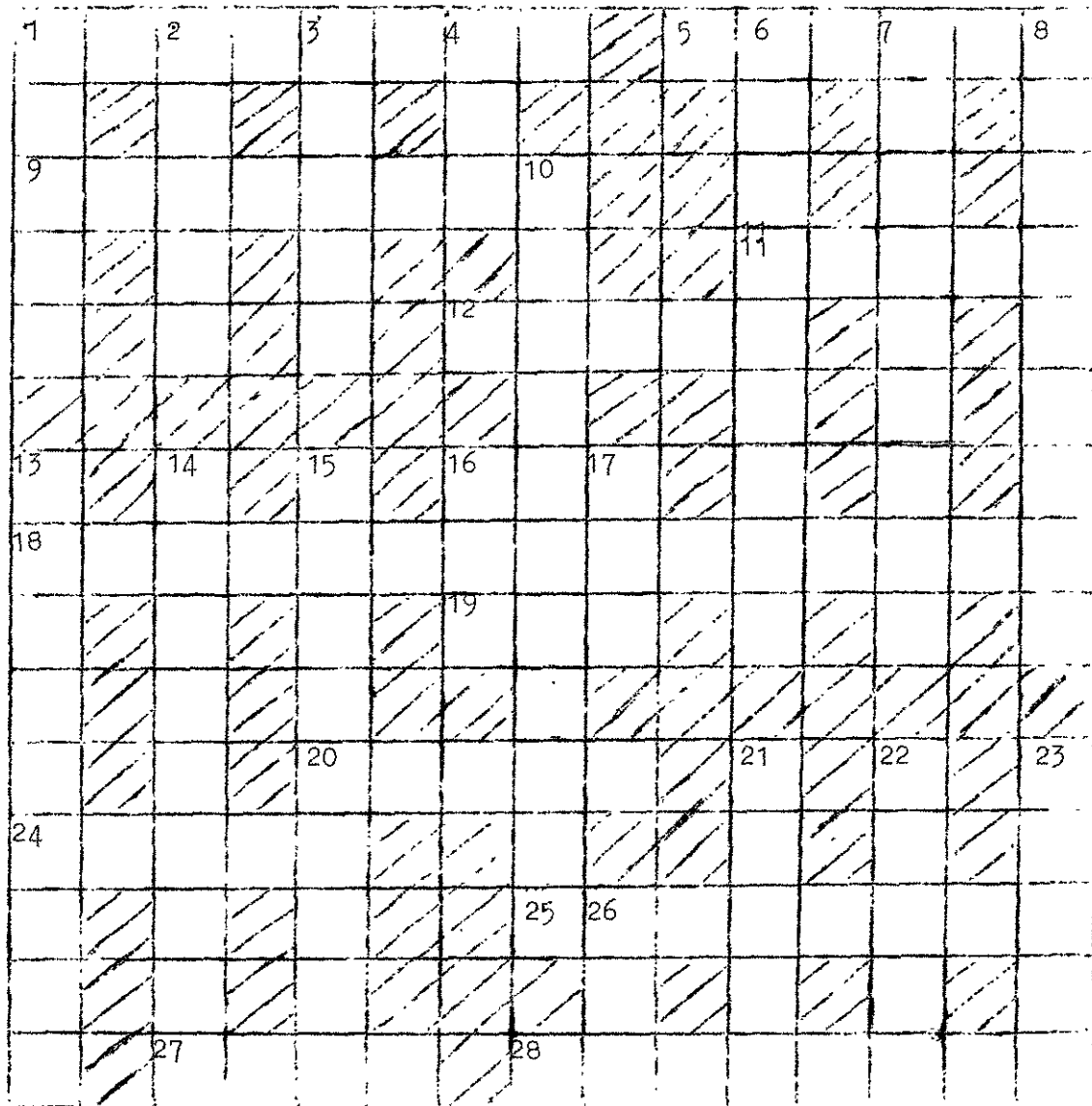
The way in which I called the bends
 Caused moments all the night.
 My New Year's Resolution is
 To learn my "left" and "right!"

The finish now was just in sight,
 And I mused whilst I was sitting,
 "How can a sport do this to me?
 I think I'll take up knitting!"

This rather tragic contribution was received from a budding navigator who threatened me with all sorts of dire ends if I printed his name at the foot of the above poem - I wonder why? On the same subject, the following advert. appeared not too long ago in a motor-club newsletter;

"Budding navigator with dyslexia and chronic stutter seeks driver with forgiving conscience and quick reactions."

I am assured that the poem and the advert are totally unconnected.

The Trackrod Christmas Crossword. (Answers next month.)CLUES.ACROSS.

1. Cord Kart gone limited.(8)
5. Italian Fiat driver.(6)
9. Fowl offspring, not white.(3, 5)
11. Spiral gear, not spur.(5)
12. Not cheap, this rally.(5)
16. Did eat. (3)
18. Change camp to start Ma's hier on a stiff walk, for limiting wheel
movement. (10,5)
19. Tin changed for news. (1,1,1,)
20. Even W.D. 40 won't save you in this. (5)

Clues Across (cont.)

24. In a helping capacity, less a day, for a face. (5)
25. Cor steel who vote. (8)
27. The Christmas festival. (4)
28. H.P. as used by Santa. (8)

DOWN

1. Like this the wheels will eventually meet. (3,2)
2. Winged guardian. (5)
3. Our sponsors product will cure your engine of this. (5)
4. Not plural. (3)
6. Stress I sec M.P. has. (9)
7. Cut-off switches. (9)
8. Novices or semi-experts. (9)
10. Not long mark. (5,6)
13. Prove I'm 'is to make do. (9)
14. An extra gadget for the motorist. (9)
15. Not a complete somersault on stage, (1,4-4)
16. Last year's RAC championship winner. (3)
17. An age. (3)
21. Alphabet to D not under mixed pigneat. (5)
22. Used to start, not to cut-off. (5)
23. Scrooge like. (5)
26. Untruly slumber. (3)

Bob Chapman.

Ice again on the Moonraker. 12/13 Nov.

Contrary to popular expectation, North Humberside M.C.'s Moonraker rally turned out to be rather more than a 200-mile succession of straights and 90's. After last year's ice race on tarmac, it was thought that some twistier roads and some rough whites may be in the offing- and both suspicions were to be proved right. The entry list included the Opels of Dennis Pelling at 2, and Pete Smith/Jeremy Mathew at 4. Andy Mackay had his rapid Twin Cam at 7, while a late entry at 8 was Ron Shipp with John Millington in the old Firenza. Trackrod crews started with John Palmer/Nick Leuchars in the Escort at 11, (wondering how on earth they got a number as high as that,) Steve Wood/Richard Spensley at 21 in the Twin Cam, S.Barker/M.Callaghan at 31, and Pete Silberberg/Carl Holdsworth in the Mexico at 59.

The start was the premises of the sponsor- Parish's of Hull; and- what's this?-a starting ramp!! Super. Shades of the Monte Carlo. Anyway, away to competition to the west of Hull, with the night getting colder. The first of six selectives followed a short burst of T.C.'s. Ron Shipp was already in trouble, pausing with engine problems. However, he still managed to catch John and Nick on selective-who promptly went off at a good rate of knots trying to stay ahead of him! The Mexico investigated a grass bank and the adjoining field, but was extracted with minimum time loss-albeit rather bent.

After five selectives, one of which was the dreaded Millington Pastures, (ice-free this year, thank God!), first petrol was at Shiptonthorpe. Already the carnage was alarming. Shipp, Pelling, and Mackay were out already, with engine, gearbox and alternator problems respectively. John was beating out the front wing, Steve Wood was worried about falling oil pressure-and there were reports of ice further on.

The middle section started with the final selective; then a lovely blast of 10 T.C.'s that took us well off map 106 onto 101. In the middle of this section was a fiendish white, that runs for about five miles from square 9260, across the brown, to finish on a very rough section past Sledmere Grange in square 9762. About 50 yards wide, it also has bumps of the 2ft.-up, 2ft. down variety. John and Nick were passed here by Stuart Barrow in the Huby Garages Escort, going at a totally ridiculous speed on their way to a fine second place. To add to the fun, patches of ice appeared in all the wrong places.

Second petrol was at Bridlington, before a final run down onto 107. Steve Wood's oil pressure was virtually extinct, and they decided to cut the last section and go for the last finisher's award. John and Nick had the Mexico falling apart around them, and were praying for the finish. The final section was twisty, and with ice everywhere the bends were very slippery. The white through 1366 was narrow and rutted, with an impossibly-tight southern exit; while Green Lane, starting in 0764, was simply diabolically rough. Onto map 107, and everyone had moments at the bends over the little bridge at 083 585, just before the finish and the run back to an excellent breakfast at the Thorpe Grange Hotel, Willerby. Results showed that Pete Smith had won, from Stuart Barrow/Colin Helliwell, John and Nick were 13th, while Pete and Carl had an excellent run to 160/a and fourth novice. Barker/Callaghan were 36th, and Steve and Richard kept alive Trackrod's 100% finishing record on this event at 46th o/a, besides taking the Last Finisher's award with a glorious 19 fails!

John and Nick.

Shell Sport League, 1978.

The meeting to arrange the 1978 calendar was held on 8th November, the result being as follows:-

1.	19th February	Slaithwaite M.C.	Autotest.
2.	19th March	David Brown M.S.C.	Stage Rally.
3.	16th April	Ilkley and D.M.C.	P.C.T.
4.	29/30th April	North Humberside M.C.	Road Rally.
5.	14th May	Y.S.C.C.	Autotest.
6.	18th June	De Lacy M.C.	Autotest.
7.	6th August	Trackrod	P.C.T.
8.	13th August	York M.C.	Autotest.
9.	10th September	Huddersfield M.C.	Hillclimb.
10.	4/5th November	Leeds M.C.	Road Rally.

Other news is that Trackrod are no longer on the arbitration board, (Not that it matters really-it's never had to meet since the league started!) and that there is a league running in Lancashire-so a Roses final is still not out of the question.

The really good news is that Shell have once again put some more "greens" in the kitty- the total prize fund being £660, broken down as follows:-

1st.	£150.	
2nd.	£100.	1st, Club in each round-£15
3rd.	£80.	2nd, Club in each round-£10
4th.	£50.	
5th.	£30.	

As everyone rushed to take over as Team Captain, I shall be continuing in that capacity for 1978, and trust that you are all saving your enthusiasm for the events-let's see to it that we win the lion's share of all that loot!

Richard Ineson, Team Captain.

TRACKROD'S

XMAS PARTY

IS ON

FRIDAY 16TH DECEMBER

AT

FOLLIFOOT VILLAGE HALL

FROM 8.00pm to 1.00am

BAR EXTENSION, SUPPER,
RAFFLE.

MEMBERS 50p NON MEMBERS
75p

"Après moi le déluge"-Preston Regardless 1977.

If events on this side of the Pennines are suffering from a lot of stop-go motoring, those on the other side appear to be going in the other direction. This years Preston Regardless, though a very young event in terms of length of time on the competition calendar, was nevertheless a well-organized, tough and enjoyable event. With some forty time controls, a tie-deciding selective, only two neutrals and no relaxed sections, it was to some extent a question of getting round with no problems if one was to stand a chance of winning. Add to this the fact that it rained hard enough to make the Flood look like a storm in a teacup, and you get some idea of the problems faced by novices!

Course car was Noah's Ark, which was followed by an equally unlikely entry list. John Morton's Firenza was at 1, followed by the standard Datsun 140J of Mal Graham/Dave Orrick. Eventual winners Trevor Roberts/Ian Grindrod had their 1293S at 3, while your scribe was with Alan Durham at 4 in a Grope 1 1300 Avenger(anything for a change!) First Escort was the Mexico of father and son Bill and Roy Honeywell, who were being tipped as likely winners, while other strange vehicles included: a full race 1293 Morris Minor and a two litre Vitesse.

The first eleven controls were straightforward four-minuters leading up to the bottom half of sheet 97; though the not-as-map bends on Abbeystead in square 5653 caused their usual share of problems. By the end of this first section, we had decided that with no power, no brakes(they kept fading,) no grip and finally no exhaust,(it came loose just before TC11), that the "noes" had it! We had also been passed by the Honeywells and Tony Martin at no.6. Keeping a straight face, we blamed it on the lack of rain!

The following neutral was long enough to give us fettling time, and with much wielding of big hammers we managed to restart with the exhaust back in place. It promptly parted company with the car again on the first white of the next section(the selective!) and was digging in enough for us to worry that it would rip off completely. So we stopped, in the middle of this muddy white, to fix it. At that point the heavens opened,(well we did ask for it!), and we spent twenty-odd minutes thrashing about in the mud, really putting it together. Well, Alan thrashed about and I gave encouraging comments.

The resulting six fails dropped us from any hope of being in the awards, but we had begun to enjoy the event so much that we elected to do the second half for fun (and practice.) By now it was raining so hard that TC 22 was being manned by the Man from Atlantis. "Now we'll show 'em,"we thought, and we did. Cars 5 and 6 still passed us, but we showed everybody how to spin a 1300 Avenger; in fact we had more revolutions than a spin-dryer!(Twice at all the spectator points of course.) We spent so much time laughing, we could hardly drive, and when we spotted John Morton parked up with engine trouble we got so engrossed with his problems that we got the next slot wrong and spun off again into a cabbage patch.

By the time we got to the finish, the weather and toughness of the route had taken their toll-the first five cars home were nos. 2,3,4, 15 and 22! On road times, we would have still been in the top ten, but the event was so entertaining that even finishing last couldn't take away the enjoyment. (We DIDN'T finish last of course-dcn't think so,anyway!)

'Navvicomp.'

P.S. If this makes you think about rallying on t'other side of Pennines, try the forthcoming Hall Trophy. And if anybody thinks I'm a looney-they may be right-I hope to be doing it in a litre Alfa GTV.

'N'.

TROPHY POINTS.ANCC Rally Driver.

S. Rathbone	314.7
R.G. Chapman	263.1
S. Wood	187.4
D.R. Lawton	182.8
M. Midgley	179.3

F.S.B. Rally Driver.

D.R. Lawton	106(8 events)
C.R. Jackson	104(8 ")
A. Powell	103(8 ")
M. Kemp	45(6 ")
S. Rathbone	44(4 ")
I. Gurnett	39(4 ")
R.G. Chapman	27(4 ")

Special Stage Rally Driver.

A. Powell	728.0
C.R. Jackson	620.7
D.R. Lawton	309.9
M. Schofield	165.3
J. Renny	157.6

Autotest Trophy.

D. Taylor	28
H. White	27
G. Taylor	19
S. Lloyd	18
K. Goodall	17

Off-road Events Trophy.

H. White	241.4
D. Taylor	189.6
K. Goodall	188.0
R.F. Ineson	86.8
S. Mills	82.5
S. Lloyd	80.0

Marshalls Trophy.

R. Moore	45
A. Drayton	35
C.P. Staton	30
C. Staton	25
F. Moon	25
E. Baker	25

74 other members have scored points of 20 and under.

Ladies Challenge Trophy.

D. White	8
S. Broadbelt	7

ANCC Rally Navigator.

F. Stuart-Brown	314.7
T. Longstaff	263.1
R.A. Spensley	187.4
R. Parkin	182.1
S.A. Campbell	179.3

F.S.E. Rally Navigator

S. Llyd	104(8 events)
R. Parkin	70(7 ")
S. Holden	68(6 ")
F. Stuart-Brown	63(6 ")
R. Mackinnon	53(6 ")
S.A. Campbell	30(3 ")
T. Longstaff	27(4 ")

Service Crew.

J. Wilson	45
S. Mills	10
S. Holden	10
M. Kemp	10
L. Sutton	10

Shell League Trophy.

H. White	336.1
C.R. Jackson	262.1
A. Powell	199.0
K. Goodall	193.8
D.R. Lawton	117.0

P.C.F. Trophy.

I. Waddington	30
M. Ogden	28
S. Lloyd	19
J.M. Whitehead	12
S. Peel	10
A. Reddy	10
S. Waddington	10

All-rounders Trophy.

R. Moore	83
S. Mills	81
S. Rathbone	79
H. White	62
S. Lloyd	61
M. Kemp	57
C.P. Staton	45
A. Powell	43

Lady All-rounders Trophy.

M. Lloyd	23
S. Broadbelt	15
D. White	8
J. Thirsk	3